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Myman are going back into the cabinet. Mr. Frederick's position is dangerous, however, possibly because he is broke and needs the salary. It is strange that a man of his "Broad Street" accomplishments cannot read himself independent of political jobs by getting some of his female victims on the turf and making them earn a little money for him. Other reproaches do this. Why not Mr. Frederick? He is no better than the others, even though he is a knight.

This knightly feature seems to go down as great stuff in Canada. We presume it does in all the colonies. In the old country, however, even second demand food you must be a Sir Jimmy. This or Sir Johnny Thar, knighted through the unfortunate accident of having been despatched to Bismarck-cum-Podgers at the time the King came to lay the corner stone of the House for Italy Trained Bird Dogs. The real sign of Britain, the one who cut her, would sooner commit suicide than accept that deadly badge of nobility, nobility, a knighthood.

One would imagine during all this era of charges and investigations, that Mr. R. L. Borden would sweep off his own doorstep. His unavailability, or his perverseness, to do this constitutes his main weakness. He must be shown to get rid of Mr. Foster, Fowler, Bennett and the temporarily ill-tracked Rotten Pope. These locust-poles are proved themselves to be "handy men" at the time they became the beneficiaries of Dan Mann, who gave them a secret view of the Borden case. Borden was to take, and then of Mackenzie & Mann, whose endowments enabled them to finance the famous lost deal.

Were Borden to attain power, Foster would be finance minister and the other "handy men" would be given high positions in the government. McCarthy—the best of the Borden family—representatives from the West—would be seduced in favor of Senator Loughheed, a rank four-flusher who intruded himself into the leadership of the senate, but who could not be elected to represent a constituency of yellow-throats. Loughheed, were Borden to get into office, would get Secretary of State. Borden's place, and McCarthy would be left in the rack, the paragon is very rotten.

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So Alberta is threatened with an invasion from those notorious politicians and promoters of railway schemes, Mackenzie and Mann, faces—known to the throng, average and—strains as "Bill" and "Dan"—"Bill" is the shrewd, keen, cold, calculating, well-into-my-parter artist, who conceives, plans and in many cases executes his nefarious schemes, while "Dan" is simply the coarse blunderer and brawler who manipulates the knife or axe when the victims have got accustomed to the wiles of the first artist. "Dan" unconsciously gave the keynote to his character and methods in one of his rough expressions used over a bowl some years ago. He was discussing the successful raids that he and "Bill" had made upon the federal treasury, and in a burst of exultation and enthusiasm exclaimed:—
"We've now proceed to gut the province."

A good many years have passed since "Dan" was credited with that characteristic expression, and the record will show that he and his fellow-crackman have amply justified the mauling threat. To use his own expression, since then, he and "Bill" have successfully swept their butcher-knives down the bellies of Ontario, Quebec, Nova Scotia, New Brunswick and British Columbia, and before they knew where they were at, gutted them so efficiently that the operation was over before the victims had time to feel light in the region of the abdomen.

In the case of the little Manitoba, whose rail keeper was the unfortunate Shuter, though fast Tom Greenway was nominally in charge, the spy, the plump little animal was caught, hung up on a tripod and despite its piercing squalls, was deprived of its life by the use of the latter's covered tenderline as well, in fact ran a devil of a close shave from being "lynched". The province of Manitoba is endeavoring on Bill and Dan bonds for over a hundred millions of dollars, enough to irrigate all the arid lands of Alberta, and purchase land sufficient to buy out the Midnapore Gazette into the bargain.

It is a seductive way they have of luring the government into coining their treasures to them. They say, "We only want your name on our paper. You get all the benefit of railway construction, and take no risk, while we do the work."

Here are a few simple cases of their operations.
Some years ago, working under the old Hudson's Bay Railway charter which they obtained from the government of those memory, and which, by the way, they got the Dominion government to renew several times, with its immense land grant of 12,000 acres a mile notwithstanding the board of the government and its friends that the Dominion country ought to belong to Prince Albert. They built something over 200 miles. They had an all-aside on this land grant in the Manitoba portion of 400 acres at the end of the line, and in the Territories 12,000 acres a mile, the average being 1,600 acres a mile.

This land never noted them less than \$2.00 an acre or \$25,000 a mile. They sold some years before the Dominion government to the Hudson's Bay road, which it authorized would amount to \$4,000, making \$21,000 a mile. But this was not sufficient. Manitoba had not been "gutted", and the operation promptly stopped. By, according to statements made by Premier Greenway, after the road was agreed to, the Dominion government to grant 4,000 a mile, including 100 hundred miles beyond the boundaries of the province of Manitoba, as well as the Dominion railway as a concession. This made a total available subsidy for Bill and Dan of \$10,000 a mile.

Now, the very best informed authorities declare that the road never cost beyond ten or twelve cents a mile. It can thus be seen that the Dominion railway was a concession. Mackenzie and Mann are. But the joke of this huge traffic has yet to be told. After \$100 and Greenway had allowed the butchers to strip the place clean, the unfortunate "Bill" and "Dan" were sent to the Territories for election purposes and "one way to get 'em" had to be devised. So the little road was strung up in the trip and Dan went at it with his knife. The road was shorter than the Manitoba of \$2,000 a mile, on the identical Dominion railway, bringing a sum total of "aid" to \$42.50 a mile, or nearly four times what it cost. The explanation made by Bill and Dan of the \$2,000 guarantee was to provide additional rail to be sold, and they laugh and take a long breath.

Here is another sample that put through by these shrewd "butchers" of provinces. Mark the debt manner in which the double or triple exploitation is worked. Shrewd fellows are Bill and Dan. They induce the Dominion authorities to grant aid. This they do their best to conceal until the province of it, be successfully "gutted" and then to receive cash they got the Dominion government to grant a concession of \$4,000 a mile. Inasmuch as the road ran for about three hundred miles through the Territories, Mackenzie and Mann "induced" the late Dominion government to give them a subsidy of \$100 a mile in the Ontario mileage. Then without saying a word to Manitoba about the subsidy, they offered elsewhere the annual was granted on to the trip and Dan went at it with his knife and axe. He cut a long corridor of 140 miles a mile, notwithstanding the fact that two-thirds of the line guaranteed was Ontario and a portion of the Territories. The total aid including the subsidy lands made the guarantee would exceed \$10,000 a mile, at least double the cost of the road.

The bill held out to Manitoba was a concession in freight rates, a concession that has proved false. The province of Manitoba, again probably with her secret request,



Bill and Dan: "Now, Al, all we want you to do is to guar
Alberta: "Yes, I know,—guarantee your Bonds. Well, you can both
go plumb—to Hell."

have now recovered from the scarily received at the hands of the ex-province, had been a very close shave. If we do not care to operate them ourselves. One thing is sure, no company or man will build roads to oblige us. They will only build them to make money out of either their construction or operation. That being the case, would we not have an infirmity before us for portion if we built the roads ourselves?
The people of the Dominion of Canada have been continuing to "sell" to railways in cash and lands, subsidies exceeding the total of five hundred and ten million dollars, which is more than sufficient to construct every mile of railway in the country.
If the people owned the roads it would not be so bad, but they do not own them. The people have paid for them and the companies and exploiters own them. In addition the companies have placed a debt upon the roads in stock and bonds exceeding a billion of dollars, and upon this debt money had of unnecessary overpayment. These two provinces have had to have ever been created in addition to the actual cost of the roads, the people, that it is merely they will pay interest for all time, which interest is to be repaid in some way by the "builders" and "public benefactors" of the roads.
The manipulators and exploiters always control that a guarantee of bonds, etc., does not involve any loss upon the people, that it is merely holding the credit of the state to assist the manipulators. This is entirely false.

Remarkable as this statement may appear, these legendary manipulators have been able to hold between three and four thousand miles of railway in Canada which they now own, without costing them a damn cent, and there are at it living a few infernal millions. The people are the "builders" and "public benefactors" of the roads, while the manipulators and exploiters are the ones who control that a guarantee of bonds, etc., does not involve any loss upon the people, that it is merely holding the credit of the state to assist the manipulators. This is entirely false.



That's Bob Rogers, gazing at the Parliament Buildings, Ottawa. Now, what the devil do you suppose he is studying so hard about?

Bill and Dan have obtained from governments in Dan gave and another, and in real cases in the corrupt kind of corrupt money, they have handed back to their bank, but they then, the manipulators of the "Bill" and "Dan" have been used to see that the Dominion government to grant a concession of \$4,000 a mile. Inasmuch as the road ran for about three hundred miles through the Territories, Mackenzie and Mann "induced" the late Dominion government to give them a subsidy of \$100 a mile in the Ontario mileage. Then without saying a word to Manitoba about the subsidy, they offered elsewhere the annual was granted on to the trip and Dan went at it with his knife and axe. He cut a long corridor of 140 miles a mile, notwithstanding the fact that two-thirds of the line guaranteed was Ontario and a portion of the Territories. The total aid including the subsidy lands made the guarantee would exceed \$10,000 a mile, at least double the cost of the road.

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